

F 586

.C45







Price 25 cts.

With Map, 75 cts.

Chapman, Silas

D258

HAND BOOK ²⁴⁹

OF

WISCONSIN;

OR, GUIDE TO

TRAVELLERS & IMMIGRANTS:

A COMPANION TO

CHAPMAN'S MAP OF WISCONSIN.

CONTENTS.

	Page.		Page.
Introduction,.....	1	Education,.....	13
Boundaries and Extent,..	2	Lines of Travel,.....	14
Resources,	4	Counties, in Alphabetical	
Public Lands,	6	order,	17
Land Districts,	10	Commercial Statistics, ..	55

MILWAUKEE:

PUBLISHED BY S. CHAPMAN, No. 165 EAST WATER STREET.

MURISON & KERR, BOOK & JOB PRINTERS.

1855.

Entered, according to Act of Congress, in the year 1855, by
S. Chapman, in the Clerk's Office of the District
Court of the State of Wisconsin.

A
Hand Book of Wisconsin,
OR GUIDE TO
TRAVELLERS & IMMIGRANTS;

DESIGNED AS AN ACCOMPANIMENT TO

Chapman's Map of Wisconsin.

THE object of this work is to aid immigrants who are seeking a Western home in making their selection, by presenting the resources of each portion of this State by Counties—the position they occupy, the nearness to market, and facilities for reaching it. Its object is also to direct the traveller to the best and easiest routes through the State. From the enquiries the Author daily receives, he believes that such a work is called for, and as there has never been anything published which in any manner occupies the ground it takes, he confidently presents it to the public as a needed book. It is intended as a companion to "CHAPMAN'S MAP OF WISCONSIN," and all references to the Map are intended for that.

As the State is constantly changing as the tide of population sweeps northward, the Publisher would be thankful for any new statistics or any geographical information not embodied in this book or noted on his Map or where change by new settlements have made either incorrect.

MILWAUKEE, 1855.

WISCONSIN.

WISCONSIN lies between 42 deg. 30 min. and 47 deg. N. lat. and between 87 deg. and 92 deg. 30 min. W. long. and is bounded on the North by Lake Superior; N.E. by the Northern Peninsula of Michigan, from which it is separated by Montreal, Brule and Menomonee Rivers, and by a nearly straight line drawn from the head waters of the Brule to those of the Montreal; on the East by Lake Michigan; on the South by Illinios; and on the West by Iowa and Minnesota. It contains 34,511,360 acres.

Wisconsin has no range of mountains. The surface is rolling, in some portions approaching to hilly, giving nearly all the streams a rapid character, seldom approaching to falls. The only approach to mountains in the surveyed part, are the Wisconsin and the Mississippi River Bluffs, which rise from 150 to 300 feet above the streams from which they derive their names. The general surface of the country is from 600 to 1000 feet above

the ocean. The slope towards Lake Superior is steep, and the streams short and rapid. The State is naturally divided into timber, prairie and openings. The soil of each is excellent, except some of the pine timbered lands, black marl predominating in the lower timber and prairies, and is often five or six feet deep. The dark loam is most common in the openings and rolling prairies. The heavy timbered lands lie along the Lake shore, and embrace the Counties of Milwaukee, Washington, Ozaukee, Sheboygan, Manitowoc, Kewaunee and Door, part of the Counties of Waukesha and Fond du Lac. The timber is Maple, Beech, Oak, Hickory, Black Wallnut and Bass, interspersed with Pine in Sheboygan and the Counties North.

Another belt is in Jefferson County, extending nearly its whole length, lying on the East side of Rock River. The timber is nearly the same, without the Pine.

There are a few other small belts of timber South of the Wisconsin and Fox.

The Prairie Lands, interspersed with openings, occupy the remainder of the State South of the above rivers—the prairies increasing in extent and number as we approach the Illinois line.

North of the Wisconsin, the country is more broken, except in the Western part of the State where prairies are again found. Much of the State, lying North of the Wisconsin and North-west of the Fox, is covered with Pine. The Pine Regions will be found under the head of RESOURCES.

R E S O U R C E S .

Wisconsin derives its riches from three sources—Agriculture, Forests and Mines. All kinds of crops raised in temperate climates can be raised with success in Wisconsin; and, owing to great range of pasturage on the prairies and in the openings, it is an uncommonly fine grazing country. Much good stock has been lately introduced, and the attention of the farmers has been turned to raising wool as a staple. Indian corn is raised with the best success in the South-western part of the State. But the great staple is wheat, and the estimated amount exported during 1854, is over three millions bushels. While most of the other wheat growing States have, during that year, suffered from drought, Wisconsin has had a crop exceeding its usually abundant yield. The quality of this wheat surpasses that of other Western States—that of the Northern being held in higher esteem than that of the Southern part of the State.

We append at the close of this work some tables giving the exports of articles of Wisconsin growth and manufacture from the Lake Ports, together with the shipment of lead for a few years past, which could not be obtained in season to be embodied in their proper place under the head of Resources. By these tables it will be seen that Wisconsin stands behind no other State in its resources, or in the energy and enterprise which is developing them. The total shipments for 1854 cannot be less than \$10,000,000.

We cannot better give an idea of the varied products of the State, than by inserting the following table, showing the produce brought to Milwaukee over the M. & M. R. R. during the month of October, 1854:—

Wheat..... bush.	319,605	Pork,	bbls.	106
Barley..... "	50,450	Mill Feed	sacks	2 018
Oats. "	6,630	or lbs.	122,330	
Corn, "	6,592	Hides,.....	lbs.	16,366
Rye, "	9,867	Skins,.....	"	900
Potatoes, "	7,694	Broomcorn....	bales	293
Grass Seed ... "	3,112	Brooms	doz.	423
Cranberries ... "	658	Butter	kegs	424
Total Bushels	404,518	Highwines	bbls.	180
Flour,	bbls.	Wool	lbs.	6,600
"	sacks	Hops	"	21,800
Eggs,	doz.	Hogs	No.	659
	7,049			

LUMBER.

There are seven Lumber Regions in Wisconsin, taking their names from the rivers on which they lie, or the nearest point of shipment. The following table gives the estimated amount of Pine lumber sawed during 1854. Considerable lumber is brought down the Wolf into the Fox and sawed there, not included in this estimate:—

Black River,	18,000,000
Chippewa,	40,000,000
Green Bay,	35,000,000
Manitowoc,	22,000,000
St. Croix,	25,000,000
Wisconsin,	95,000,000
Wolf,	30,000,000
Total,	265,000,000

Besides this, there are numerous mills throughout the hard timber lands which add materially to the annual aggregate.

This Lumber finds a market in Chicago, St. Louis, and all other ports on the Mississippi below the State line, besides the great demand in the State.

MINERALS.

It is much more difficult to obtain accurate statistics of the Mineral wealth. Wisconsin has within its bounds the richest lead field in the world. Lead ore is found in the whole of Grant, Iowa and Lafayette Counties, extending into Green, Crawford and Richland. Over 30,000,000 lbs. lead is annually sent down the Mississippi, most of which is from Wisconsin. Copper is also found, and smelted at Mineral Point. Large pieces of pure copper are often dug up in nearly every Southern County.

Iron ore of a superior quality is found at Iron Ridge, Dodge County, and a furnace has been built for smelting and casting. Arrangements are now making to manufacture R. R. iron, which it is said this iron will make of a superior quality.

P U B L I C L A N D S .

All the lands in Wisconsin are numbered from the 4th principal meridian. This line commences at the mouth of Fever River in Illinois, and extends to Lake Superior. The Base Line, from which the lands are numbered North, is the Southern boundary line of the State. All the townships (six miles square) lying East or West of the principal meridian, are East or West *ranges*; all lying North of the base lines, are *towns*. Each town is divided into

thirty-six sections, numbered as on the Map in Town 9 North, Range 9 East. All towns or sections, a part of which is cut off by lakes or streams, are called *fractional*.

After the lands have been surveyed, they are proclaimed by the President for sale, and offered at auction at \$1.25 per acre; and such as thereafter remain unsold are subject to be purchased at private sale at that rate. Only a small portion are thus sold. Our own citizens, as well as those of other countries, have at all times an opportunity of purchasing rich and desirable lands at Government prices.

By a law passed in August 1854, lands which had been in market more than ten years, were made subject to entry at \$1.00 per acre; over fifteen years at 75 cents; over twenty years at 50 cents; over twenty-five years at 25 cents; over thirty years at 12 1-2 cents.

For more complete and full information, we subjoin a statement made by Benj. H. Moores, Esq., Receiver at the Land Office at Menasha:

RECEIVER'S OFFICE,
MENASHA, November 16, 1854.

I have frequent inquiries from persons for information relative to entry, under the act of Congress of 4th Aug., 1854, "*An act to graduate and reduce the Price of the Public Lands to actual settlers.*" For general information I annex a schedule of the classes of land which became subject to private entry.

Between 1st July 1840 and 1st July 1845, in 1st class, at \$1.00 per acre.

Between 1st July 1835 and 1st July 1840, in 2d class, at 75 cents per acre.

Between 1st July 1830 and 1st July 1835, in 3d class, at 50 cents per acre.

Between 1st July 1825 and 1st July 1830, in 4th class, at 25 cents per acre.

Those offered prior to 1st July 1825, in 5th class, at 12 1-2 cents per acre.

The reduced prices are only for actual settlement, or for the use of a *settler's farm*.

In all cases of entry under this act, the affidavit of the applicant is necessary *in one or the other* of these accompanying forms, which is to be furnished and prepared by the applicant, or some person for him, other than by the Register or Receiver; before one of whom the *oath must be taken*.

All lands, subject to entry under the act, are also open as before for entry at \$1.25.

It should be observed by those having unexpired pre-emptions, that a clause in the 2d section of the act (a copy of which I enclose,) *will or may* effect their pre-emption privileges if neglected by them.

Yours, &c.,

BENJ. H. MOOERS.

The forms of the oaths referred to, and required of the applicant, are as follows :

Form of Oath No. 1.

I, _____ of _____ County,
 having applied to enter the
 under the act entitled "An act to graduate and reduce
 the price of the public lands to actual settlers and culti-
 vators," approved 4th August, 1855, do solemnly swear
 that I enter the same for my own use, for the purpose of

actual settlement and cultivation, and that together with said entry I have not acquired from the United States, under the provision of said act, more than three hundred and twenty acres, according to the established surveys; and further, that the said land is not now in the occupancy of any actual settler whose settlement thereon existed at the date of said law.

Sworn to and subscribed before me on the
day of , 18 .

Form of Oath No. 2.

I, _____ of _____ County,
having applied to enter the _____
under the act entitled "An act to graduate and reduce
the price of the public lands to actual settlers and culti-
vators," approved 4th August, 1854, do solemnly swear
that I enter the same for the use of an adjoining farm*
owned by me situated on the (here is to be inserted the
tract or tracts on which the farm is situated), and that
together with said entry, I have not acquired from the
United States, under the provisions of said act, more than
three hundred and twenty acres, according to the estab-
lished surveys; and further that the said land is not now
in the occupancy of any actual settler whose settlement
thereon existed at the date of said law.

Sworn to and subscribed before me on the
day of _____, 18__.

* There must be an adjoinment, and the tracts to be entered, in all cases, in as compact a body as may be.

For the purpose of making the matter perfectly plain, we subjoin the 2d section, relating particularly to pre-empted lands, which is as follows:

SEC. 2. *And be it further enacted*, That upon every reduction in price under the provisions of this act, the occupant and settler upon the lands shall have the right of pre-emption at such graduated price upon the same terms, conditions, restrictions and limitations, upon which the public lands of the United States are now subject to the right of pre-emption until within thirty days preceding the next graduation or reduction that shall take place; and if not so purchased, shall again be subject to the right of pre-emption for eleven months, as before, and so on from time to time, as reductions take place: *Provided*, That nothing in this act shall be so construed as to interfere with any right which has or may accrue by virtue of any act granting pre-emption to actual settlers upon public lands.

For fuller particulars as to purchase, recourse must be had to the pre-emption law, furnished at all the land offices.

Besides the lands belonging to the General Government, the State has many desirable lands for sale, denoted to it for schools and for internal improvements, amounting in all to 1,185,000 acres. Some of this has lately been sold.

LAND DISTRICTS.

The Public Land Offices of the United States are located at—Milwaukee, Menasha, Mineral Point, Steven's Point, La Crosse, and Willow River (now Hudson).

The boundaries of these Land Districts are as follows:

Milwaukee—Office at Milwaukee—Commencing on the Southern line of the State between ranges 9 and 10 E. between Green and Rock Counties, running North on this line to the lines between towns 10 and 11 North, thence East on this line to the line between ranges 17 and 18 East, thence North to the line between towns 12 and 13, thence East on this line to Lake Michigan, up Lake Michigan to the State line, and West on this line to the place of beginning.

This district embraces all of the counties of Kenosha, Racine, Walworth, Rock, Jefferson, Waukesha, Milwaukee, Washington, and Ozaukee, and part of the counties of Dane, Columbia and Dodge. The arable lands of this district are nearly all taken up.

Green Bay—Office at Menasha, Winnebago County—Commencing on Lake Michigan on the line between towns 12 and 13, West to line between ranges 17 and 18 East, thence South to line between towns 10 and 11 N., thence West to line between ranges 9 and 10 E., thence North to line between towns 14 and 15, thence East to line between ranges 11 and 12 East, thence North on this line to the Northern boundary of the State, and following this boundary Easterly and Southerly to the place of beginning.

This district embraces all the Counties of Sheboygan, Manitowoc, Kewaunee, Calumet, Door, Brown, Outagamie, Winnebago, and Fond du Lac, and parts of the Counties of Dodge, Columbia, Marquette, Waushara, Waupacca, Shawaunaw, and Oconto.

Wisconsin or Mineral Point—Office at Mineral Point—Commencing at the Southern boundary of the State

on the Mississippi, following the State line East to the line between ranges 9 and 10 East, thence North on this line to the line between towns 14 and 15, thence West to the Meridian line (4th), South on this line to the line between towns 10 and 11 North, thence West to the Mississippi and down the Mississippi to the place of beginning.

This district embraces all of the Counties of Crawford, Grant, Lafayette, Iowa, Green and Sauk, and parts of Dane, Columbia, Marquette, Adams, and Richland.

Steven's Point—Office at Steven's Point, Portage Co.—Commencing at the South-west corner of town 14 N., in range 2 East, thence running East to line between ranges 11 and 12 East, thence North to the Northern boundary of the State, following this boundary Westerly to the line between ranges 1 and 2 East, thence South on this line to the place of beginning.

This district contains the Counties of Portage and Marathon, with parts of the Counties of Marquette, Wausara, Waupacca, Oconto, and nearly all Adams.

La Crosse—Office at La Crosse on the Mississippi—Commencing on the Mississippi on the line between towns 10 and 11 North, East on this line to the principal Meridian, thence North to the line between towns 14 and 15 North, thence East to the line between ranges 1 and 2 East, thence North to the line between towns 30 and 31 North, thence West to the Chippewa River, down this River to the Mississippi, and down the Mississippi to the place of beginning.

This district embraces all of the Counties of La Crosse, Bad Ax, Monroe, Jackson, Trempeleau and Clarke, and

nearly all of Buffalo and Chippewa, and a small part of Dunn.

Willow River—Office at Hudson, St Croix County—Commencing on the Mississippi at the mouth of the Chippewa, up this River to the 3d correction line between towns 30 and 31, East on this line to line between ranges 1 and 2 East, North on this line to the Northern line of the State, then following the State line Westerly and Southerly to the place of beginning.

This district embraces the Counties of La Point, Douglas, Polk, Pierce, and St. Croix, and parts of Dunn, Chippewa and Buffalo.

EDUCATION.

Two townships or seventy-two sections of land were granted by Congress, for the purpose of endowing a State University. These lands have been selected in the various counties, sold, and the proceeds applied in erecting the University Buildings at Madison. Two buildings are already finished, and the College in successful operation.

Besides this, a College is established at Beloit, Rock County, under the charge of the Presbyterians and Congregationalists united, and is in a flourishing condition.

A College at Racine, under the charge of the Episcopalians, is in a prosperous condition, and bids fair to take a high stand among the Institutions of the West.

For Carrol College see Waukesha County.

COMMON SCHOOLS.

For the support of Common Schools, Congress donates each 16th section in every township or one thirty sixth part of the whole State, as a fund. These lands are thrown into market by the State, and meet with a ready sale, as only 10 per cent. of the amount is to be paid at the time of entry, the remainder being on interest at 7 per cent. The proceeds of these sales are put into the Treasury, and the interest only divided *pro rata* to the different counties. The lands thus reserved, if sold at Government prices only would give a fund of over \$1,200,000.

L I N E S O F T R A V E L .

RAIL ROADS.

Milwaukee and Mississippi Rail Road—From Milwaukee to Madison, through Milwaukee, Waukesha, Jefferson, Walworth, Rock and Dane Counties. To be continued to the Wisconsin River and down its valley to the Mississippi.

Southern Wisconsin—Leaves the Milwaukee and Mississippi Rail Road at Milton, built at present to Janesville. To be continued through Green, Lafayette and Grant Counties to the Mississippi.

Beloit and Madison—Running from Beloit to Afton, seven miles. Will soon be finished to Madison.

Milwaukee to Watertown—Running on the track of the Milwaukee and Mississippi to Power's Mill, fourteen miles from Milwaukee, branching thence to Oconomowoc. Will be finished to Watertown early in 1855.

La Crosse and Milwaukee—From Milwaukee to La Crosse, on the Mississippi River, through the Counties of Milwaukee, Waukesha, Washington, Dodge, Columbia, Sauk, Adams and La Crosse. Now building—to be opened to Horicon during 1855.

Milwaukee and Horicon—Leaves the La Crosse and Milwaukee at Horicon to Berlin in Marquette County. Now grading.

Lake Shore—From Chicago to Milwaukee along the shore of Lake Michigan. Nearly completed.

Rock River Valley—From Fond du Lac down the valley of the Rock to Janesville, thence to State line near the East corner of Rock County. Cars running from Fond du Lac to Waupun.

Mineral Point—From Mineral Point down the Valley of the Picatonica. Building.

Racine—Graded to Fox River and partly graded to Beloit.

Kenosha—To intersect the Rock River Valley, through Kenosha and Walworth. Grading.

Central Wisconsin—From Portage City through Jefferson and Walworth Co. to the State line, from thence to Chicago. Now grading.

Quite a number of other roads have been chartered, some of which have been commenced, but so little progress made, that it will be some time before they are completed.

PLANK ROADS.

Milwaukee and Watertown—On nearly the same route as the Milwaukee and Watertown Rail Road.

Racine and Janesville—To Delevan in Walworth County, forty-eight miles.

Milwaukee and Janesville—To Muquanago in Waukesha. A branch from this road, ten miles from Milwaukee, strikes the Racine and Janesville Plank Road at Rochester.

Kenosha to Burlington—Twenty miles.

Sheboygan to Fond du Lac—Forty miles.

There are quite a number of other Plank Roads from five to ten miles in length.

STEAM BOAT ROUTES.

Boats are constantly running on Lake Michigan between all the ports, and to Green Bay.

From Fond du Lac to Menasha on Lake Winnebago.

From Oshkosh to Berlin on the Fox.

From Oshkosh to Lake Shawanaw on the Wolf.

From Appleton to Green Bay on the Fox.

From Green Bay up the Oconto.

From Green Bay to Buffalo.

On the Mississippi River, the whole of its length bounding the State.

On the St. Croix River to St. Croix.

Boats can pass up the Wisconsin to Portage. When the Milwaukee and Mississippi Rail Road reaches it, a line of boats will run to its mouth.

There are other streams navigable some distance from their mouths, where boats will pass as business requires.

STAGES,

Run with more or less frequency through all the principal villages not reached by Rail Road.

C O U N T I E S .

ADAMS.

This County lies on the Wisconsin River, and is also watered by the Lemonwier, Necada, Yellow and Roch a Cree Rivers. The valley of the Lemonwier, especially that part lying on the West side, is as fertile as any land in the State, the timber being black and burr oak. On the Yellow River is one of the best pineries of the State. Much of the land of this county, being pine land, is not calculated to induce a rapid settlement for agricultural purposes. Between the Yellow and Lemonwier Rivers, the country is level, in the rest of the county generally undulating, and good for agriculture. There is much good land subject to entry, and it will not be long before Adams county will contain a large population. The land office for nearly the whole of this county is at Steven's Point.

Germantown, on the Wisconsin, at the mouth of the Yellow River, is at present the principal village, and has a good location for future prosperity. It is in the centre of a fertile district which is rapidly settling. Eight saw mills on the Yellow River, and all doing a prosperous business, send their lumber down the River to the Wisconsin, at this place. The county is healthy, and affords good inducement, not only to the farmer, but to the mechanic of almost every kind.

The La Crosse and Milwaukee Rail Road passes through

this county, following up the West side of the Wisconsin River to the Lemonwier, and up the valley of this River to Monroe county.

BAD AX.

This county is one of the Mississippi River counties, is new, but sparsely settled, and has not yet attracted the attention of immigrants as much as it deserves. It is watered by the Kickapoo, Raccoon, and Bad Ax Rivers, and their numerous branches. These have many excellent water powers, and the great resources of this county remain yet to be developed. There are few counties in the State which should tempt the settler more than this, and notwithstanding its *bad* name it is a *good* country. It is to be hoped that in the future naming of the counties of Wisconsin such unmeaning and uncouth names shall give place to more euphonious, either Indian, English or French, and that Bad Ax and Deaths Door may be the last of their kind.

Viroqua is a flourishing village in this county.

BROWN.

One of the three original counties of Wisconsin, embracing all the State North of Milwaukee and East of the Wisconsin River, but now one of the smallest counties of the State. The population in 1850 was 6223, but these figures would scarcely apply to the present time. A part of the Oneida reservation is in this county. The lower Fox River flows through this county, the largest stream of water in the State, and containing the best water power. This River has been made navigable the whole of its distance by the Fox River Improvement Co.,

and steamboats will run during the Summer of 1855 from Lake Winnebago to Green Bay. There is some good land still unoccupied in the Eastern and South-eastern part of the county. It is well watered, undulating but not hilly, and has but little swamp or other waste land. The timber is maple, beech, and birch, interspersed with pine, and some hemlock. Duck Creek, and Big Suamico flow through the county.

Green Bay, at the mouth of the Fox, is the oldest settlement in the State, and is now the centre of a heavy lumber trade, which has met with a stimulus in the high price which lumber has commanded during the past year, owing to the opening of new avenues for supplying Illinois and Wisconsin. It is supposed that more than twice the timber will be cut during the winter of 1854 and '55, than at any season heretofore. Green Bay will also be the port of shipment of a large back country. Steamers run from this port to Buffalo.

The Green Bay, Lake Shore and Chicago Rail Road has its Northern terminus at this place.

BUFFALO.

This county was organised in 1853 from Chippewa. It lies on the Mississippi River at the mouth of the Chippewa, and is rapidly filling up. It is at present but sparsely populated, and there is much good Government land to be had. The valleys of the Trempeleau and Buffalo Rivers are extensive and eminently adapted to agriculture—fine prairies, fine timber, well watered, and as yet almost entirely unoccupied, presenting one of the best openings for the immigrant to be found in the State of Wisconsin.

Waumandee City is the county seat of this county, situated on the Mississippi, about 50 miles above La Crosse. It is a promising point of business, and will probably command the trade of this and the Northern part of Trempeleau counties.

Buffalo is in the La Crosse land district, and consequently entries can only be made at the La Crosse office.

CALUMET

Lies on the East shore of Lake Winnebago, and is yet but lightly settled compared with its surrounding neighbors. It is covered with a heavy growth of hard timber, and contains what was for a long time the Stockbridge Indian Reservation. These two causes, kept the settlers from this county until Winnebago, on the West side of the Lake, with the attractions of timber, openings and prairies, had so far out-stripped Calumet in population that there is little prospect of its reaching that degree of prosperity which its neighbors have acquired. There are still the remains of the Stockbridge and Brothertown Indians in the county, occupying their well tilled farms. The county is well watered, and contains much excellent land yet unoccupied.

Chilton Centre, a flourishing village, is the county seat.

This county is wholly in the Green Bay land district, and entries must be made at the land offices at Menasha.

CHIPPEWA.

One of the largest counties of the State, extending from the line between towns 24 and 25 North, to the line between 40 and 41, being 91 miles long, and averaging about 66 broad. Not one half of the county is yet sur-

veyed and brought into market. The county is watered by the Chippewa and Yellow Rivers, and their numerous branches, both large and small. It is, in its full sense, a well watered county. Our further description will apply only to the surveyed or Southern part of the county, which will undoubtedly soon be subdivided into several smaller counties.

The soil in the Western part of the county is good, and great progress has been made in settlements for agricultural purposes. In the North-eastern part, the soil is less valuable for farming purposes, but rich for the lumbering business, as it is covered with excellent pine.

Chippewa county contains one of the best and most extensive pineries in the State. There are now in successful operation *twelve* saw mills on the Chippewa River, capable of cutting 40,000,000 feet of lumber annually. The largest of these mills is located at Chippewa Falls and is commonly known as Allen's Mills; Menomonee, Mills; and at the mouth of the Eau Galla, is Carson and Eaton's. These mills average about 5,000,000 feet annually, and furnish employment for about 600 men. The county seat is at Chippewa.

The most of the land in this county is still subject to entry. It affords inducements to the immigrant both agricultural and mechanical, as the resources of the county are such as to give permanency to business, and a sure market is always to be found for the products of the forest.

The route of travel to this country from Lake Michigan, at present, is by Rail Road from Chicago to Galena (nearly completed) and up the Mississippi and St. Croix

by boat; or from Milwaukee to Madison by Rail Road, thence by stage to the River, and up the River by boat.

We are indebted for most of the information in relation to this county to the *Hudson Journal* and the *Hudson North Star*, two valuable papers for local information, whose assistance we have occasion to acknowledge in another part of this work. Did the papers of other localities take the same pains to give local information as these papers, the *Pinery* at Steven's Point, and the *Crescent* at Appleton, we should possess much more sure and valuable information respecting the resources of our State. Such journals are worth more than the whole cost of publication to the different counties where they are located, and we do not doubt but they have been the direct means of doubling the population, and developing the resources in a corresponding ratio of the counties where they are respectively located.

COLUMBIA.

This county is nearly in the centre of the present settled portion of the State, and lies on both the Wisconsin and Fox Rivers, which approach within two miles of each other at Portage City—the former a rapid, changeful current, subject to sudden rises, flowing between high banks and over falls; the latter sluggish and unchanging, with marshy banks, or spreading itself into doubtful lakes, and navigable with little water.

The land of the whole of this county is good, the surface diversified with rolling prairies and burr oak openings. There is little timber growing in this county, but the want of it is well supplied by the Wisconsin pineries,

the timber from which is floated down the Wisconsin River to and past this county.

Few counties in the State have increased within the past five years with the rapidity of this. All north of the Fox River, then known as Indian lands, is now filled with people. There is consequently little good Government land to be had—in truth, it was nearly all taken as soon as brought into market.

Portage City, on the Wisconsin and Fox, here connected by a canal, is the county seat, and one of the most prosperous and busy towns of the State. The Wisconsin is navigated up to this place. It contains a bank, two weekly papers are published there, and it commands the trade of a large country, especially that lying up the Wisconsin River. The La Crosse and Milwaukee Rail Road is to pass through this county, and the Central Wisconsin has its terminus at this place. See Rail Roads.

CRAWFORD.

This county formerly embraced all North of the Wisconsin River, but has been so far divided and shorn, as to have become one of the smallest. It lies in the angle made by the Wisconsin and Mississippi Rivers, and is watered by the Kickapoo, passing through nearly the centre. The county seat is Prairie du Chien, one of the oldest settlements of the State, and for a long time a military post. The surface of the country is broken by a ridge passing North and South between the Mississippi and Kickapoo. The county is well supplied with fine water, and good timber is found along the streams. There is an excellent pinery on the Kickapoo, and a num-

ber of mills are located there. The land is generally good, and between the Kickapoo and Richland county, excellent. Like Bad Ax, the county has not received the attention it deserves.

Copper has been found in this county, and there seems to be no reason why Crawford should not prove to be as rich in mineral resources as either of the counties South of the Wisconsin. Large quantities of lead have already been found, though there has been but little search made. When the Milwaukee and Mississippi Rail Road is finished to Prairie du Chien, its Western terminus, the resources of Crawford will be more fully developed, and it will receive the attention it deserves.

There is much good Government lands not yet taken up. It is in the Mineral Point land district.

CLARKE.

A new county recently formed out of Chippewa, and has the characteristics of that county. It is but thinly settled, nearly all the land being yet unoccupied. It is well watered, and is divided just West of the Black River, its principal stream, by a high ridge.

DANE.

This is the largest county of Southern Wisconsin, and lies midway between Lake Michigan and the Mississippi River. It is considered one of the best agricultural counties of the State. The Wisconsin River forms its North-western boundary for a short distance. It is watered by Koshkonong, Sugar, and numerous other small streams, nearly all affording good water power. The best is obtained by damming the outlet of Mendota

(4th) Lake, which is occupied by one of the best mills of the State. The county is rolling prairie and oak openings. Prairie abounding in the Western part.

Madison, the county seat, is also the capital of the State, and contains all those different buildings and institutions usually gathering round the capital. The best stone quarry in the State, near Madison, gives a beautiful material for building, which has been extensively used in the public and private edifices. The State House, one of the first buildings erected with this material, does not present that beautiful appearance of those more recently erected.

The State University, for which Congress has made large donations of lands, is located on the shore of Mendota (4th) Lake. Two of the buildings are already finished and occupied, and the University in successful operation.

The State Lunatic Asylum is also located on the shore of the Lake. It has a large tract of land connected with it, and it is contemplated to erect a large and commodious building. It is not yet fully organised—the first portion of the Asylum to be built during the Summer of 1855.

Madison itself, the only place of note in the county, is one of those examples of rapid and continual growth not always found, even in a rapidly increasing State. It is one of the most beautifully located places in the State, between two lakes, from 50 to 75 feet above their level. The first inhabitant settled there in 1837.

In 1840, the population was	. . . . .	149
1846, " "	. . . . .	283
1850, " "	. . . . .	1672
1854, " "	. . . . .	4126

Besides the Public Edifices alluded to above, it has a Female Seminary—good select and common schools—six churches; and what, we regret to add, is not found in every place in Wisconsin, a good hotel.

The present terminus of the Milwaukee and Mississippi Rail Road is at Madison. Stoughton is the only other depot in the county. The Rail Road from Beloit will soon be finished to this point. It is intended to continue the Milwaukee and Mississippi Rail Road to the Wisconsin at Helena, and the Beloit Road to Portage.

DOOR.

This county consists of the narrow strip of land lying between Green Bay and Lake Michigan, and a number of Islands off its Northern extremity. It derives its *beautiful* name from the strait between Plum Island and the main land, called by the original French settlers of Green Bay, "*Porte du Morts*," or "Death's Door." It has thus far failed to attract settlers, either on account of its name, or more probably because there is no back country to induce the settlement of a village, or make any market for the produce raised. The principal settlement in the county is on Washington (or Potawotomie) Island, on the North-western part, called Washington Harbor. This is represented to be one of the best natural harbors on the Lake.

The county is mostly pine and the soil none of the best.

DODGE.

A beautiful, rich, and healthy county. It is one of the best for agricultural purposes, well watered, diversified in surface, being prairie, openings, and a moderate

amount of timber, and is of easy access to market. It has sufficient water power for ordinary purposes. The La Crosse and Milwaukee Rail Road passes through it nearly East and West. The Milwaukee and Horicon Road leaves the track of the La Crosse at Horicon, running North to Berlin on the Fox. Both these roads are building, and some portions in this county will be finished during 1855.

At Mayville, is the best iron mine in the West, producing as good iron as any in the United States. A furnace has already been erected, which bids fair to add largely to the attractions of the county.

But little Government land is to be had in this county. It lies partly in Menasha and partly in Milwaukee Land Districts. Juneau is the county seat. Beaver Dam is the largest and most flourishing place.

DOUGLASS.

This county was formed from La Pointe in 1854. A few surveys have been made along the shore of Lake Superior, and settlers are rapidly directing their course to that point. Though the most Northern county of the State, the winters are represented to be mild and pleasant. The present communication with the outer world is through Lake Superior or down the St. Croix River. A road is now building from Superior, near the mouth of the St. Louis to a point on the St. Croix River. The Bay of Superior, at the head of the Lake, is said to be the best harbor on the Lake. Superior is a rapidly growing place. The first settlement being made in 1853, and in the fall of 1854 numbered about 500. Prospe-

tively this occupies an important point. It is the head of the chain of inland Lakes on the North-west. It is the North-western terminus of the Wisconsin system of Rail Roads. It is the point, and the main point, from which the Pacific Rail Road is to leave the Lake Navigation, and from this point *the road is to be built.*

The county is prairie mostly. Timber abounds. It is well watered. Does not suffer from its Northern latitude, and will be occupied as fast as the lands are brought into market.

DUNN.

A new county, lying on the Chippewa and Red Cedar Rivers, not thickly settled, well watered and generally good soil, having a due proportion of timber, prairie and openings. Hay River, in the Northern part of the county, a branch of Red Cedar has pine upon its banks, and saw mills are now running. Pine is also cut on the Eau Galle. The resources of this county have not yet begun to be developed. Most of the land is yet in the hands of Government, and affords rare chance to the immigrant for investment. Part of the county lies in Willow River and part in La Crosse Land Districts.

FOND DU LAC.

This county lies in the Eastern part of the State, and is one of the old counties, if the term old can be applied where all is new. It was incorporated in 1836, but remained under the tutelage of Brown till 1839. Less than fourteen years ago the writer had occasion to address circulars to different portions of the State, the one marked "Fond du Lac," was refused at the Post Office

on the ground that there was no Post Office in that county! The present estimated population is over 30,000. It is a beautiful and excellent agricultural county, embracing within itself almost all the products of Wisconsin. It is rolling, diversified with prairies, openings, timber and marsh; and is healthy, prosperous, and fast becoming rich. "As a whole, the soil of Fond du Lac county is not surpassed by fertility by any in the West. There probably is no tract of land of equal extent where less waste surface will be encountered by the agriculturist. The low lands are good meadows, or are the repositories of muck and shell marl, by which the adjoining high lands will be enriched for ages. In point of good building material, this county is liberally supplied with stone, the best of clay for brick, limestone for cement and walls, are every where abundant."

Fond du Lac, the county seat, is located at the head of Lake Winnebago, and has steam boat communication with all the places on that Lake, and up the Rivers which flow into it. The Northern terminus of the Fox River Valley Rail Road is at this point. It is already run to Waupun about 18 miles. The city possesses a good trade, and its growth has been and still continues to be very rapid.

At Waupun, a thriving agricultural village, is located the State Prison. A temporary wooden building was erected in 1851. In 1854, a new stone edifice, intended as the South wing of the whole prison when completed, was built mostly by the labor of the prisoners. The size of this wing is 204 by 54 feet, four stories high, capable of receiving 288 prisoners.

Ripon, another of those magic places which spring into manhood before the geographer can locate them, has, within three years, been built in the town of Ceresco, in the Western part of the county. It is a thriving place—has its college edifice, its newspaper, and its innumerable signs of population and enterprise. Brockway College has not yet gone into operation as a college, though its building is erected, and an excellent collegiate school in operation.

There are no public lands in the county.

We are indebted for most of the above facts to an excellent pamphlet entitled a "History of the County of Fond du Lac," by Martin Mitchell, Esq., who, with commendable enterprise, has put on record the early history of the county, before the facts are forgotten.

GRANT.

This county is in the South-western corner of the State, and one of the oldest. The first settlers, after the Indian traders, located in this county, and its lands were the earliest surveyed and brought into market. In consequence, in accordance with law alluded to on page 7, all the lands in that county are offered to settlers at 50 cents per acre. There has been, since that law went into effect, a very large sale of lands in that county, and consequently an increase of population. Yet nearly one fourth of the land is yet unsold at this time (January 1, 1855.) The largest portion of the public lands is in the Northern part of the county. The lands are nearly all good, there being less marsh than in any other county in the State.

The first settlers of Grant were attracted there by its richness in mineral wealth. A large amount of lead is sent from this county, but in what quantities, there are no means of ascertaining accurately. In a recent letter, written by Dr Percival, our State Geologist, who has been for some time a resident of that region, he states that it was difficult to ascertain either the amount of mineral raised, or of wheat grown, information which can only be fully obtained by a thorough examination by the census taker, our constitution requiring the census to be taken in 1855. He states further that the amount of produce raised is much larger this year than heretofore, the miner finding agriculture a more sure employment; but that there has been but little grain exported, the whole surplus being required to supply the immigrants into this and the counties North.

We learn that Mr J. C. Cover, a gentleman well qualified for the task, will soon issue a History of this County, and we look for it with a great degree of interest.

Grant lies wholly in the Mineral Point Land District.

The Western terminus of the Southern Wisconsin Rail Road is in this county.

GREEN.

Lying in the Southern part of the State, and bordering on Illinois. The county is mostly prairie, with openings, a good agricultural country, whose resources are rapidly developing. There is but little government land to be had. The following, from the *Sentinel*, published at Monroe, the county seat, gives a fair account of the present situation of Green county:

"The resources and true value of Green county are just beginning to be developed. The water power on Sugar River is only beginning to be improved. At Dayton, and Attica in Brooklyn, there are good mills. Sugar River affords excellent mill privileges to that section of the country, and to such as are seeking a pleasant and healthy location, we have no hesitation in recommending the Northern part of Green county. Improvements are being made there in farms, dwellings, mills, and school-houses; and more than all that, it is being settled with an intelligent, industrious, and enterprising people, such as are sure, in due time, to make a country prosperous and wealthy.

"There have been large quantities of mineral raised in it, and there is undoubtedly much more to be obtained when a systematic mode of mining is introduced; but true wealth is in the rich soil, which, when properly cultivated yields a large remuneration; and as a stock growing county, this is probably not excelled in the State."

The Southern Wisconsin passes through the centre of the county, and Mineral Point Rail Road through the South-west corner.

IOWA.

This is a mineral county, and one of the richest. It has a large trade in lead and copper which centres at Mineral Point. There are few countries abounding in minerals where the soil pays a fair remuneration to the cultivator. Yet the soil of this and the neighboring counties, is as good and as fruitful as any in Wisconsin.

There is no better for Indian corn, and it is not surpassed in other products of the State. The surface is abruptly rolling, well watered, being prairie and openings. There is some good land not yet taken up.

Mineral Point, the county seat, is the largest and oldest village in that region. It is a thrifty place, the centre of a large mineral trade, and has smelting furnaces of lead and copper. It bids fair to be a large place, and will soon have an outlet in the Mineral Point Rail Road, down the Pickatonia to the State line, to unite with the Chicago and Galena at Freeport. The Milwaukee and Mississippi R. R. is to pass along the Northern boundary.

JACKSON.

Jackson county lies on Black River, and is at present noted for its lumber. The Black River pinery is on Black River, extending through Jackson into Clark County. There are numerous saw mills on this stream affording employment to numerous hands. The general description of Chippewa, so far as its resources are concerned, will apply to Jackson. The whole of that region is but just beginning to be known, and presents many inducements to the settler.

JEFFERSON.

This county lies on Rock River, is abundantly watered by that and its numerous branches, which also afford extensive water power. These are improved at Watertown, the best in the county, at Jefferson and at Fort Atkinson. It has but little prairie, and is more heavily timbered than the Southern counties generally. There is a heavy belt of hard timber occupying most of the

towns of Watertown, Farmington, Ixonia, Concord, and Hebron. The soil in the Southern part is inclined to sandy, but is good, and well adapted to the growth of fruit, and the cultivation of those products requiring a warm soil. There are no public lands to any amount in the county.

Watertown, on the Northern line of the county, is a flourishing city, the water power there being the best and largest in that portion of the State. Its growth has been steady, and it is the centre of a heavy business. The Milwaukee and Watertown Rail Road is nearly completed, and will be opened to this place in the Spring of 1855.

Fort Atkinson, Jefferson, Aztalan, Palmyra, and Lake Mills are places of activity. No county has so many prosperous vilages, which indicates a prosperous country around them.

Besides the Watertown Rail Road, this county is traversed by the Milwaukee and Mississippi, the Wisconsin Central, and the Rock River Valley Rail Roads—the Milwaukee and Mississippi being the only one completed.

KENOSHA.

This is one of the oldest and smallest counties in the State, occupying the South-east corner on Lake Michigan. The county is mostly prairie, under excellent cultivation, and is but a sample of what Wisconsin will be in its manhood, wealthy and prosperous. There are of course no public lands to be obtained.

The Lake Shore Rail Road passes along the Lake, and the Kenosha and Beloit Rail Road is building.

Kenosha, the county seat, is a prosperous place, and is noted for the enterprise and intelligence of its inhabitants. A large produce export business is done at this port, for which see the table of exports under its appropriate head.

KEWAUNEE.

A new and sparsely settled county, extending from Lake Michigan to Green Bay, and occupying the head of the peninsula. Its principal settlement is at the mouth of the Kewaunee, and its principal trade is lumber, which is cut on that stream. There is much Government land in Kewaunee and most of it of a very good quality.

LA CROSSE.

La Crosse has recently attracted more attention than other counties, from the fact of its being on the Western terminus of the La Crosse and Milwaukee Rail Road. Settlers have been attracted there, because the soil is good, and affords good encouragement to agriculture. Its future prospects for prosperity are founded on the expectation of the advantages to be derived from the opening of the Rail Road above alluded to, and its present situation on the Mississippi, which affords it conveyance for all its surplus products, and its occupying the mouth of Black River, down which the lumber floats to the Mississippi. A lumber field is as sure to make market for produce and merchandise as a New England factory, and is more certain of being an open market at all times. The village of La Crosse occupies just such a position for trade, which has called in a population rapidly. If its

expectations are realised it will continue its rapid growth for some time to come. The La Crosse district land office is at this place.

LAFAYETTE.

Lafayette is in the mineral region of Wisconsin and its products are those of the mines. A very large proportion of the lead sent from this State is raised in Lafayette. Though the lands are rich, yet attention has so far been attracted to its minerals, that its agricultural products have been but a small part of its riches. Under the past system of prospecting for lead and copper, the uncertainty attending this branch of industry has turned the attention of the miners to agriculture, and Lafayette will undoubtedly soon show a more rapid increase of wealth and of stable prosperity than has ever attended mineral research. The land is good and mostly occupied. It lies in the Mineral Point land district.

The Mineral Point and the Southern Wisconsin Rail Roads pass through this county. Shullsburgh is the county seat.

LA POINTE

Lies on Lake Superior, and embraces a territory about 54 miles square, and the group of islands in the Lake known as the Twelve Apostles. The land is not yet surveyed, and of course not in market. But little is known of the country. The county seat is on the South-west extremity of Madeline Island, which gives its name to the village and county—"The Point." La Pointe village is the oldest settlement of the State, not excepting Green

Bay. It is the best fishing ground on the whole Lake for trout, siscoette, and white fish, more than a thousand barrels of which are annually packed at this place.

MARATHON

Extends from between towns 26 and 27 North to Michigan, 128 miles in its longest part, and is 42 miles wide. The Southern part only is surveyed, though the surveyors are now pushing towards the North. Its principal business is in lumber, and it sends a large amount down the Wisconsin. The soil is not generally good for agriculture, though good farms can be selected. The greater portion of the land is in the hand of Government. Wausau is the county seat, and a flourishing place. Little Bull Falls, about eight miles below Wausau, is also a prosperous lumbering place, and has in its vicinity some of the best farming lands of that region. All the county is in the Steven's Point land district.

The surveyors, now employed in towns 33 and 34 N. and ranges 5, 6, 7, and 8 E., report a very rugged country, with but a moderate quantity of pine, prevailing timber being birch, hemlock, maple, elm, tamarack, &c. The county is well watered with clear running streams, many small lakes, and occasional beautiful ridges of farming lands. As to the pine lands, on the upper part of the Wisconsin River, a heavy district of the best kind, as yet but little explored, lies on the Eagle branch in towns 37 and 38 N., ranges 8 and 9 E., as yet unsurveyed. This will soon be surveyed and brought into market. It lies on the road from Wausau to Lake Superior, and a settlement there will form a resting place between the

two. We should fail in our duty did we not give the credit of the above to the *Pinery* of Stevens Point.

MARQUETTE.

Named after the first voyager of the Fox River, who gave the name to the place now occupied by the village of St. Marie. It has not been settled a great length of time, but is fast gathering together the signs of thrift and population. There is still much good land not occupied. It is of excellent quality, and has near communication to market. The Fox is navigated by steam boats to Berlin, to which place the Milwaukee and Horicon Rail Road is rapidly hastening. It is a county well watered, consisting mainly of openings, the soil rich, the inhabitants enterprising, and the county beautiful.

Berlin is the principal place. Dartford is the county seat.

MANITOWOC

Is situated on Lake Michigan, and is at present the most Northern county on the Lake, at whose ports any business is done. It is heavily timbered, and does a large business in pine lumber. There are several large saw mills on the Manitowoc River. Much of the land is yet in the hands of the Government, and is of a superior quality. It is well watered, produces good wheat, and its numerous streams furnish abundance of power.

Manitowoc, at the mouth of Manitowoc River, is the principal place of business, and is well located for future growth and prosperity. A rail road is chartered to run from this place to Menasha, at the foot of Lake Winne-

bago, and though delayed for the present, it will be constructed, at a time not far in the future. The Green Bay and Lake Shore Rail Road diverges from the Lake to Green Bay at this point. A plank road is also commenced from Manitowoc West.

Twin Rivers is another thriving port, also engaged in the lumber trade, six miles North-east of Manitowoc.

This county lies in the Green Bay land district—office at Menasha.

MONROE.

Formed out of La Crosse in 1854. It is watered by the heads of the Kickapoo, La Crosse, and Lemonwier Rivers. Forests of pine are about the sources of the Kickapoo, which are yet scarcely broken in upon. The settlements are few and small, and the land mostly unsold. There is much good farming land, though most of it is of light soil, and will be rejected till other lands are occupied. It lies in the La Crosse land district. Sparta, on the La Crosse River, is the county seat.

Jackson, on the Lemonwier, has been but recently laid out, and has a valuable mill privilege, in which the proprietor is erecting saw mills, white pine abounding in its vicinity.

MILWAUKEE

Is one of the smallest counties, and depends upon its commerce more than its agriculture or manufactures. It has been densely wooded with hard timber, and at least one half its surface is yet covered with it. Every foot of public land is of course long since taken up, and the majority of the farms are small and well tilled.

Milwaukee, the county seat, is the largest city in the State, and through this port a great part of the exports and imports pass. From it leads out the Milwaukee and Mississippi Rail Road, now completed to Madison, with a branch to Janesville—the Watertown, completed to Oconomowoc—the La Crosse, completed some distance, but not yet running, besides others building. For the Plank Roads, see their appropriated head. It is not the design of this work to give a history of the places named, especially of the towns and cities, and we leave the growth and present population as foreign to our present purpose. Our object is to aid the traveller and immigrant, and in pointing out their routes to and through our State, we have accomplished our purpose in showing the central position and facilities of this as a centre of travel. For the exports and imports through the port of Milwaukee, see its appropriate head. The land office for the Milwaukee district is located here.

OCOONTO.

This is another of those large counties partly surveyed, extending along Green Bay and Michigan, and occupying a certain unknown and almost unexplored extent. It is well watered, and possesses extensive water powers and several navigable streams, at present but little used except for floating down pine lumber, now nearly the only riches of the county. It is sparsely settled, most of it yet unsurveyed, and the land for agricultural purposes is said to be very poor; yet there are undoubtedly good farming lands to be found, and its facilities for reaching market will soon induce a heavy population. A steamer

runs from Green Bay up the Oconto, and from Oshkosh up the Wolf, nearly to the Southern line of the county. Nearly the whole of Oconto is in the Menasha land district, one range being in the Steven's Point.

OUTAGAMIE

Lies on the Lower Fox and Wolf Rivers, and has a combination of advantages, in water power, navigable streams, and excellent land, not excelled by any other county in the State. Some few years since, through the munificence of Mr Appleton of Boston, an institution of learning was endowed, and located at Appleton, then covered with the forest and without a resident. In 1848 there were few settlers in Outagamie county except on the River. By a judicious selection of the site, and by improvement of the largest and best water power in the State, Appleton has sprung up to a village of about 2000 inhabitants, while the whole county has kept nearly equal pace with the village. There is much good land still unoccupied in the county, but as this, with Wau-shara and Waupacca counties, are the favorite resort of immigrants, this land will not long remain in market. By some returns made this year, from the towns of Ellington and Kaukauna, the yield of wheat is about 30 bushels to the acre. This wheat is of a superior quality to that grown in the Southern part of the State.

A plank road is building from Appleton to Steven's Point. By the Northern Improvement Co., the Fox is made navigable the whole of the distance from Menasha to Green Bay. Appleton is the county seat, and the location of the Appleton Seminary, under the charge of

the Episcopal Methodists, and the most enterprising and thrifty town of that region. To the enterprise and vigor of the *Crescent*, a journal published in Appleton, in calling attention to the resources of Outagamie, the county owes much.

OZAUKEE.

A Lake county, lying next Milwaukee on the North, It is small, containing but eight towns. Most of the farms of this county are small, and by this sub-division, they have been brought to a high degree of cultivation. Ozaukee is the principal port.

PIERCE.

A new county, lying on the Mississippi, at the mouth of the St. Croix. It has so far attracted but little attention. The country is represented to be good in some portions for agriculture. On the Eau Galle River, pine is cut, and a number of saw mill in operation. Prescott, the county seat, is well located for business, at the mouth of the Chippewa River, and is a flourishing place. Pierce county is well watered, and has numerous mill sites yet unimproved. The land is yet mostly unsold. This county is in the Willow River land district, the office for which is at Hudson.

POLK.

A larger county farther up the St. Croix River, and not yet fully surveyed. It will be in future the place to which immigration will be directed. At present it is

sparsely settled, and its capabilities but little known. St Croix Falls is the only place where much of a settlement is made. Steam boats run regularly to this point. Its business is lumber.

PORTAGE.

Portage County lies on the Wisconsin River and its branches, and is almost exclusively engaged in lumbering, its whole supplies, till within a year or two, being drawn from below. Settlers have gone in during 1854, who have selected farms, and will soon bring their produce to market. For many years, the business at the lumbering depots will make a ready market for all the produce of the county. The land is not as good for agriculture as most of the other counties, though there are locations for farms which cannot be surpassed. The county is filling rapidly. The Wisconsin Pinery is one of the oldest in the State, it having been surveyed, and timber cut, for about ten years, yet the population has probably doubled during the last year. Much land has been sold to actual settlers. The land office is at Steven's Point. Portage, on the Wisconsin, is the county seat.

Steven's Point is the largest place. Its present population is about 1000.

RACINE

Is one of the small, and old settled counties, lying in the South-eastern part of the State, and one of the most densely populated. It is prairie, interspersed with openings, with some heavy timber in the Northern part. It is gently undulating in surface, and well watered. All

the public lands are taken up. The county is improved and highly cultivated, and the farms of Racine will bear comparison with those in any other part of the State. It is a good grazing and stock growing county.

Racine is the county seat, and the Lake port, beautifully located at the mouth of Root River, which the enterprise of its citizens has converted into a good harbor. The Racine Rail Road passes into the country West to Janesville, and is progressing. The Lake Shore Rail Road also passes through Racine. A plank road also reaches back to Delevan. Racine College, under the care of the Episcopal Church, is located here.

ROCK

Lies on both sides of Rock River, and is bounded on the South by Illinois. It is mostly prairie and openings, there being no heavy timber. The prairies are more extensive than in other sections, Rock Prairie being the largest in the State. The soil is exceedingly rich, especially in the valley of the Rock. The Eastern part is not as well watered as other portions. It is a thickly settled county. Janesville is the county seat, and the third or fourth in size in the State, many routes of travel centreing there.

Beloit, in the Southern part, is a flourishing village, having water power on the Rock River and Turtle Creek. It is the location of Beloit College, a well endowed and flourishing institution, under the charge of the Wisconsin and Illinois Convention of Presbyterian and Congregational Churches.

The Milwaukee and Mississippi Rail Road passes through the Northern part of Rock, having a branch from Milton to Janesville, which is ultimately to be continued West to the Mississippi, as the Wisconsin Southern. Rock River Valley Rail Road from the State line up the River. Beloit and Madison, now running about 18 miles from Beloit. Racine, having its terminus at Janesville, and the Kenosha and Beloit Road.

RICHLAND.

This is strictly an agricultural county, lying on the North side of the Wisconsin River. It is well watered and well timbered, but not yet densely populated. The channels of immigration are up the Mississippi, on the West, and up the Wisconsin on the East, and Richland has failed to receive the attention that it deserves. There is yet much good land not occupied, and at no very distant day it will command a good price. The face of the country is rolling, sometimes rising into high bluffs. The county is mostly timbered, with maple, walnut, oak, and pine, interspersed with prairies. The water is soft, and abounds in fish. Lead and copper have been found in the Southern part, and marble on Bear Creek.

The Milwaukee and Mississippi Rail Road passes along the Southern boundary of the county, and will be the means of developing its resources very rapidly, by facilitating the means of communication of travel and of immigration. Richland, at the mouth of Pine River, on the Wisconsin, is the principal village. Richland Centre is the county seat. Richland county is in Mineral Point

land district, except four towns in the North-west corner.

SAUK.

This county lies on the North and West of the Wisconsin River. The soil North of the Baraboo River is rich and well adapted to agriculture. From the Baraboo, South, extending to the Wisconsin, rise the Wisconsin River Bluffs, precipitous and stony, probably the highest lands in the State. The soil on the bluffs is good, though stony, and from its position the land will never be held in very high estimation for agricultural purposes. The rest of the county is forest, openings and prairies. Some portions are level, while others are rolling and hilly, presenting as great a variety as any other portion of the State. Considerable pine is cut on the Upper Baraboo. There is yet much good land unoccupied. The county has not made the progress for four or five years past which many other counties have.

Baraboo, on the Baraboo River, is the county seat, and a place of some business. It has a good water power, which has lain unimproved for two or three years, but arrangements are now made to use it. Reedsburgh is a thriving place. Prairie du Sac is on Sac Prairie, on the Wisconsin, the most beautiful village site in the State.

Devil Lake in the Bluffs, is a natural curiosity. Its banks are steep and rocky, rising from 150 to 200 feet. Its waters have no outlet, are clear, abounding in fish, and its depth has never been ascertained.

The La Crosse and Milwaukee Rail Road follows up the North-east side of the Wisconsin River, and crosses

into this county at Newport, a thriving village, where a dam is soon to be thrown across the river, which will make an excellent water power.

The county is in the Mineral Point land district.

SHEBOYGAN

Lies on Lake Michigan, 50 miles North of Milwaukee. It is heavily timbered with oak, maple, ash, hickory and pine. The soil is light, inclining in some parts to sand, but is productive, and raises wheat of the best quality. Sheboygan wheat bears a higher price in market than that raised farther South. The population is American, German and Dutch. The *Newsbode*, the only Dutch paper, with but one exception, published in the United States, is printed here. A plank road extends from Sheboygan to Fond du Lac. There is but little public land in market. It is in the Menasha land district, except the Southern tier of towns, which is in the Milwaukee.

Sheboygan, the principal place, is on the Lake Shore, and is the port of shipment for a large back country. For its exports and imports see the appropriate article.

SHAWAUNAW.

A county formed two years since, and not yet wholly in market. The land is good, high, and the climate healthy. It is timbered with pine, but is also a good agricultural county. Much of the pine cut, is floated down the Wolf, and up and down the Fox, where it is sawed. Steamers run up the Wolf to Lake Shawaunaw. A large business has been done by these steamers during the Summer of 1854, which indicates an increase of

population and business in that region. Shawaunaw, at the outlet of the Lake of the same name, is the county seat.

The county is in the Menasha land district.

ST. CROIX

Is on the lower part of St. Croix River, and is one of those counties towards which the tide of immigration is now setting. It has all the varieties of surface, gently rolling, with prairie, openings, timber, hard and pine. Its present principal export is pine lumber. For agricultural purposes, the land bordering on Willow and Apple Rivers, seem to have the preference, at least most of the lands purchased by actual settlers are selected there. As an illustration of the rapid increase of population, in 1850, the census showed that the whole county contained 248 inhabitants; in 1854, at least 3,000.

St. Croix offers peculiar inducements to mechanics, as water power is abundant, and the rush of immigration into Wisconsin and Minnesota opposite, will afford a market for household furniture for some time to come. Lumber is cheap, and is almost inexhaustible. The Hudson *North Star* holds out strong inducements, especially for a Pail Factory, on the ground that cedar is abundant, and the smaller pine trees being left by the lumberers, because the larger seem inexhaustible, can be purchased at a low rate.

It is said that about 2500 men will be employed in the St. Croix Pineries during this winter (1854 and '5.) Pineries all over the State give some employment to many young men, who come to the State seeking a location, or

who prefer to earn something during the Winter season, after the location is made.

Hudson is the county seat, and contains the land office for the Willow River land district. It is a pleasant and thriving village, on Lake St. Croix, six miles below Stillwater, (in Minnesota) eighteen East of St. Paul, and twenty-two miles above the foot of the Lake. It possesses very decided commercial advantages, and is fast rising into importance. It has a large and increasing intercourse with St. Louis and other river cities. Its present population is about 1000. It has fifteen stores.

TREMPELEAU,

Made out of Buffalo, in 1854. Its name is derived from the French name of a small hill in the Mississippi River. It is watered by the Trempeleau River and its branches, the Mississippi and Black Rivers passing along its bounds. It contains about twenty townships, most of which is of excellent quality for agricultural purposes. Already settlements have been made in the Southern part, and fine tracts of Government land now remain unoccupied, which hold out inducements to immigrants seeking a home.

Monteville is a little village, at an excellent landing on the Mississippi. Galesville is the county seat.

Trempeleau is in the La Crosse land district.

WASHINGTON.

Washington lies a short distance from Lake Michigan, Ozaukee being between. It was originally heavily timbered with oak, maple, beech, hickory, &c., but much of it has been cleared. It is an agricultural county exclu-

sively, and the farms are small, as they are mostly in all the heavily timbered counties. Its progress has been rapid, and many of the original German settlers have become wealthy. Many, during the past year, have become uneasy, and in the true spirit of "breaking up," have sold their farms and "gone West." Their places have been quickly taken, and the change has brought in a more intelligent and enterprising people. The population consists principally of German and Irish immigrants.

West Bend is the county seat.

The La Crosse and Milwaukee R. R. passes through the South Western part.

WAUKESHA

Lies next West of Milwaukee, and was originally a part of it. The face of the country is rolling, rising in the North-west part to high table land. East of Fox River is heavy timber, West, openings with a few small prairies. There is considerable marsh land, but no more than is needed for hay meadows. The marshes in this and most other portions of the State can generally be drained, and will eventually become rich meadows. The lands are nearly all good, and well cultivated. Summit, in the North-west part, contains some of the best farms in the State. It is all well watered with streams and lakes, and has many good water powers.

Waukesha, near the centre, is the county seat. It has a good water power, and is the location of Carroll College, under the charge of the Presbyterians. This institution has a fine stone building, is fully officered, and has a well qualified corps of instructors. Its prospects are

fair, and is intended by its friends, that it shall not be inferior to any college in the West.

Oconomowoc, now the terminus of the Milwaukee and Watertown Rail Road, is a flourishing place, and does a large business.

The Milwaukee and Mississippi, and the Milwaukee and Watertown Rail Roads, both in operation, pass through the whole length of the county. There is also a charter for a Rail Road from Waukesha down the Fox River.

WALWORTH,

Having good farming lands, was rapidly settled at an early day. The North part of the county is rolling, being openings, interspersed with small prairies and well watered, and dotted with numberless little lakes. The South-western part has more prairies, and they are of greater extent. The water-falls are numerous, but not sufficient to create any great power, but enough, in almost all parts of the county, for mills. The soil is of an excellent quality, and well cultivated, and it is considered one of the richest counties in the State. Elkhorn, the county seat, is located in the geographical centre, and is a beautiful place. Whitewater, the only depot on the Milwaukee and Mississippi Rail Road in Walworth, is the largest place, and of some importance as a market for the surrounding country. Delevan and Geneva are good sized villages.

The Milwaukee and Mississippi—the Kenosha and Beloit—the Racine—the Wisconsin Central and the Rock River Valley Rail Roads all pass for a greater or less

distance through this county. The Racine and Janesville Plank Road has its Western terminus at Delevan.

WAUSHARA,

In its general features, is similar to Marquette, of which it formed a part till 1851. It is rapidly increasing in population, having abundance of water power, and the county generally being excellent land and well watered. It is but a few years since it was known as the "Indian Lands," now receiving a population which will soon develop its resources. It holds out strong inducements to the immigrant, in the excellent combination of wood, openings, water, &c.

Wautoma, on the head waters of White River, is the county seat. It has a good water power, and machinery driven by it, now employed in the manufacture of plows, chairs, &c.

Fox River passes through the South-east corner of the county, on which steam boats run to Berlin in Marquette, which lies nearly on the line of the two counties, and is practically a market for Waushara also. The Milwaukee and Horicon Rail Road is now building to Berlin, and its charter continues it to Steven's Point, through the centre of the county.

There is abundance of good public land yet to be had. It is partly in the Menasha, but mostly in the Steven's Point land district.

WAUPACCA

Is a new county, lying north of the Fox River, which, four or five years since, was almost entirely uninhabited. The land along the Fox is of superior quality: The whole

county is said to be excellent, and the combination of water, timber and prairie in almost every part, render it attractive to the immigrant. In some parts the soil is inclined to be sandy, but productive. Some of the best pine is cut in Waupacca. Good Government land is yet to be had in abundance. The present population of the county is about 7000.

Weyauwega, on the Waupacca River, a few miles above its mouth, has grown rapidly within the past year, and is very neatly and compactly built. Its business arises from its manufacture of lumber.

The Wolf River, through this county, is navigated by steam boats, which run from Oshkosh to Shawaunaw. A plank road is building from Appleton to the Wolf River.

The Western range of towns is in the Steven's Point land district, the rest in the Green Bay.

WINNEBAGO

Is on the West side of the Lake of the same name, and from its location, has the best advantages of inland commerce of any county in Wisconsin. Into this Lake flows the Fox, the largest and most easily navigated river in the State. The Wolf, the main stream instead of the upper Fox, is also navigable for a great distance, and the increased business prophecies a large trade to centre around Lake Winnebago. The soil of the county is excellent; the Eastern part, along the Lake Shore, is heavily timbered; the Western, prairie and openings. The region along the Fox is marsh, extending from half to two miles back, and in no case, in its whole course

through the county, has it high banks on both sides, except at Oshkosh. There is some Government land not yet taken.

Oshkosh is the county seat, and the largest place in the State north of Fond du Lac. It is near the mouth of the Fox, and well situated to command a large trade. Several steam saw mills are located here, and along the Lake Shore, employed in manufacturing lumber from logs floated down the Wolf.

Winneconne, on the Wolf, at the only crossing place, on account of the marsh, has a good bridge for crossing, and is a growing village.

Neenah and Menasha, on opposite sides of the Fox, at its outlet, are both places of note, and flourishing. The Fox is here divided into two streams, by Doty's Island, on both of which are falls, creating good and abundant power, which are partly improved for manufacturing purposes. The Fox River Improvement has its lower terminus at Menasha. This improvement consists in building canals around some of the rapids, and by creating slack water above them, thus rendering the whole stream navigable from Lake Winnebago to Gren Bay.

The Green Bay district land office is at Menasha, and the whole of Winnebago county is in that district.

COMMERCIAL STATISTICS.

The following tables, alluded to in this work when speaking of the Ports in the various counties, are drawn principally from the Collector's books at the different places of shipment, and may be relied on as correct. They were obtained principally for publication in the *Milwaukee Sentinel*. These facts, better than any declamation, show the actual products and manufactures of the State. Besides these, the Northern portion of the State have disposed of a large portion of its surplus produce to actual settlers; and the Western, nearly all to the settlers in it, and to immigrants going up the Mississippi into Wisconsin and Minnesota, of which no statistics can be given.

KENOSHA.

Wheat, bush.,	523,872	....	\$661,000 00
Barley, do.,	121,283	....	103,000 55
Oats, do.,	506,320	....	162,022 40
Corn, do.,	14,171	....	7,085 50
Rye, do.,	4,172	....	3,387 60
Potatoes, do.,	10,645	....	4,285 00
Grass Seed, do.,	814	....	1,820 00
Flax Seed, do.,	207	....	258 75
Flour, bbls.,	8,924	....	64,699 00
Pork, do.,	5,213	....	59,959 50
Beef, do.,	670	....	8,040 00
Hams, do.,	1,462	....	23,392 00
Eggs, do.,	222	....	1,776 00

Lard, do.,	572	14,300 00
Beans, do.,	289	867 00
Fish, do.,	621	4,347 00
Beer, do.,	830	4,980 00
Castings, tons,	413	41,300 00
Merchandise, do.,	1,064	266,000 00
Merchandise, bbls bulk,	4,211	63,165 00
Hay, tons,	513	4,104 00
Hemp, do.,	4	480 00
Malt, bags,	1,475	3,387 50
Rags, bales,	562	1,124 00
Leather, lbs.,	10,264	2,052 80
Wool, do.,	102,362	33,779 46
Butter, do.,	392,000	58,800 00
Brick, m.,	1,470	7,350 00
Hides,	1,654	4,962 00
Sheep,	647	3,235 00
Cattle,	270	5,100 00
Horses,	113	1,130 00
Wagons,	*459	34,425 00
Carriages,	*104	15,600 00
Cook Stoves,	*679	23,765 00
Box and Parlor Stoves,	*50	500 00
Ship Knees,	462	1,848 00
Steam Engines,	*5	7,500 00
Zinc Wash Boards, patent,	*1,050	3,150 00
Threshing Machines, Corn Shel- lers, and Straw Cutters,.... }	97	2,120 00
Total,		\$1,710,237 06

The figures marked thus * were derived from other sources, viz.,—the enterprising manufacturers of the articles enumerated.

RACINE.

Flour, bbls.,	13,404	\$96,508 00
Wheat, bush.,	409,805	512,255 00
Oats, do.,	705,114	225,636 48

Barley, do.,	136,509	79,881 75
Rye, do.,	4,000	3,000 00
Corn, do.,	18,758	9,379 00
Potatoes, do.,	12,972	5,188 80
Grass Seed, do.,	3,838	8,653 50
Flax Seed, do.,	758	949 50
Pork, bbls.,	4,570	52,555 00
Beef, do.,	2,159	25,481 00
Hams and Shoulders, do.,	1,155	16,170 00
Lard, do.,	533	13,325 00
Tallow, do.,	170	5,100 00
Beans, do.,	375	803 25
Salt, do.,	170	382 50
Potash, do.,	70	1,750 00
Merchandise, tons,	407	101,750 00
Castings, do.,	175	17,500 00
Butter, lbs.,	235,800	35,520 00
Packing Barrels,	14,405	15,845 50
Eggs, bbls.,	117	936 00
Fish, do.,	477	3 339 00
Leather, lbs.,	26,200	5,240 00
Wool, do.,	198,825	65,612 25
Hides,	2,090	6,270 00
Brick, m.,	1,079,385	5,396 00
Rags, bales,	764	1,528 00
Lumber, feet,	600,000	12,000 00
Ship Knees,	562	2,008 00
Reapers and Threshers,	36	4,500 00
Horses,	15	2,250 00
Wagons,	21	1,620 00
Sheep,	500	2,500 00
Oxen,	36	1,800 00
Wood, cords,	5,090	15,270 00
Lime, bbls.,	472	472 00
R. R Timber, feet,	94,981	7,273 44
Hay, tons,	1,600	16,000 00

Total, \$1,381,691 77

MILWAUKEE.

The past year has exhibited a very large increase in the whole range of Imports and Exports at this port. Very few articles under either head show any decrease from former years, while in many articles—and some of those under the class of Exports, in which other ports show a decrease—our figures are considerably larger than heretofore. The crops in this State have been of the best, and the weather (with timely rains) favorable for securing those crops, so that we are enabled to show a surplus from our young State which will go far to place it in the first rank for agricultural importance. With the progress of settlement, the increase of surplus produce, and continued good prices for everything which we have to sell, have come an increased ability and desire to purchase the comforts of life, and accordingly we notice a much greater aggregate of Imports, as the figures below will indicate.

We have been well aware of the defective character of our Custom House Reports, resulting by no means from any neglect on the part of the officer in charge, to whose desire to obtain correct figures we cheerfully bear testimony; but from the scanty nature of the reports given to *him*. A large quantity of produce and merchandise is shipped through the season, by propellers and steamers from the outer piers, bound to the lower Lakes, to Lake Superior, and to ports on this Lake and to Green Bay, of which scarcely any account is ever obtained, at the Custom House.*

With regard to the imports, the reports given by steam vessels, whether from Lake Erie or elsewhere, are almost

uniformly defective. Merchandise by sail-vessels is more correctly reported, but there is still a great want of detail here.

With the desire to present to our readers, for once at least, the *actual* Imports and Exports into and from this port, in such detail as shall enable persons in almost every branch of business, to see at a glance its extent for the past season, we have gone patiently through the Receiving and Shipping Books of all of our forwarders, some eighteen or twenty in number, and have culled out from their pages the figures which follow. For their correctness we pledge ourselves, having taken the greatest pains in gathering them. Several items, such as the number of arrivals and departures of vessels, number of passengers arrived, lumber, railroad iron, and coal, we take from the Collector's Report :

Number of arrivals of Steam and Sail Vessels, . . .	2,080
Passengers,	40,031
Lumber,	27,750,000
Shingles, m.,	10,480
Lath, pieces,	7,000,000
Railroad Iron, tons,	7,244
Locomotives,	10
Hardware, Bar Iron, and Steel, tons,	7,773
Pig Iron, do,	1,089
Crockery and Glassware. do.,	927
Grindstones, do.,	429
Coals, do.,	8 400
Merchandise, unspecified, do.,	9,468
White Lead, kegs,	15 594
Glass, boxes,	15,936
Sugar, hhds.,	3,705
Sugar, bbls.,	13,779
Molasses, hhds.,	202

Molasses, bbls.,	3,890
Nails, kegs,	22,093
Whiskey, (mostly high wines) bbls.,	7,378
Liquors, packages,	5,719
Tobacco, pounds,	846,846
Cheese, do.,	230,895
Fruit, do.,	877,712
Leather, do.,	524,513
Apples, Green, bbls.,	23,804
Oysters, do.,	1,102
Salt, bbls.,	48,524
Salt, bags,	54,317
Water Lime, bbls.,	2,125
Plaster, do.,	209
Cider, do.,	105
Oil, casks,	2,683
Coffee, bags,	12,825
Soap, boxes,	4,821
Trees, bundles,	892
Wagons,	833
Horses,	1,750
Threshing Machines,	83
Other Machines,	23
Rakes, Horse,	274
Rakes, Hand, dozen,	336
Steam Engines,	93
Hides,	696
Rags, lbs.,	88,468
Fire Brick,	31,700
Grapes, boxes,	191
Barrels Bulk,	2,325

Some remarks may be necessary and appropriate relative to the above figures; the comparison with last year as to some of the items, we give below.

Receipts of over 1000 tons of pig iron from the east will be noticed, while it will also be found that we have

shipped nearly half that amount, the produce of this State. It is quite probable that most of the pig iron thus brought from below is taken in as ballast during the dull season of the year for sail vessels. The Dodge County iron, shipped from this port, is in request and much approved for foundry purposes at Chicago, to which port most of it is sent.

The amount of white lead, in kegs, imported, being nearly 400,000 lbs., suggests the inquiry whether the manufacture of this article could not be carried on here, to the great benefit of all concerned, rather than to have the lead shipped hence, and returned with added cost, to the State where it is dug from the earth.

An item for the Maine Law people is found in the large amount of whiskey imported. Full three quarters of the number of barrels given are highwines, each barrel of which is equal to at least four of common whiskey. Into how many other kinds of liquors these spirits are changed before they go out to the trade, is one of the secrets of the craft. The *packages* of liquors given in the table are pipes, casks, $\frac{1}{2}$, $\frac{1}{4}$, and $\frac{1}{8}$ casks, baskets and boxes, a great part of it imported.

Virginia (not to mention Connecticut) it will be seen, is furnished in our State with a large market for the produce of its tobacco plantations. The amount imported, at this port alone, is nearly equal to two pounds for every man, woman and child in the State.

As to the leather, it is proper to state that a very considerable portion of the imports are from the Wisconsin Leather Co.'s Tannery at Two Rivers, which is mostly owned here, and the business of which is conducted here.

A large quantity of rough leather is annually shipped by the concern mentioned, direct from Two Rivers to Boston.

We compare below, some few of the items of import for the year 1853 and 1854 :

	1853.	1854.
Arrivals, No.,	1,483	2,080
Passengers,	25,222	40,011
Salt, bbls,	48,709	48,524
Salt, bags,	45,200	54,317
Water Lime, bbls.,	826	2,125
Apples, Green, do.,	18,500	23,804
Coal, tons,	8,374	8,400
Rail Road Iron, do.,	6,921	7,244
Lumber, feet,	15,000,000	27,750,000
Lath,	5,300,000	7,000,000
Shingles,	9,000,000	10,480,000

But for the early setting in of winter, which caught many of our vessels in the ice, or damaged them by storm, on their passage up, the amount of railroad iron and coal this year would have been largely increased.

The increase in the lumber trade is worthy of particular notice.

We proceed to the statement of exports by Lake for the past season of navigation :

Number of departures of steam and sail vessels, ..	2,023
Wheat, bush.,	2,052,319
Corn, do.,	298,825
Oats, do.,	424,487
Barley, do.,	323,267
Rye, do.,	131,179
Grass Seed do.,	17,503
Potatoes, do.,	58,477
Beans, do.,	5,901
Onions, do.,	1,092
Cranberries, do.,	1,491

Flour, bbls.,	155,051
Pork, do.,	24,553
Hams, do.,	3,690
Lard, do.,	3,296
Bacon, lbs.,	184,220
Beef, bbls.,	7,524
Lime, do.,	12,873
Beer, do.,	8,500
Vinegar, do.,	676
Glue, do.,	140
Coal Tar, do.,	150
Whiskey, do.,	1,650
Pig Iron, tons,	427
Tobacco, lbs.,	64,928
Broom Corn, bales,	790
Ashes, Pots and Pearls, casks,	2,046
Rags, lbs.,	48,886
Ginseng, do.,	8,035
Butter, do.,	365,500
Wool, do.,	226,453
Shot, do.,	20,525
Cheese, do.,	40,350
Furs, do.,	9,543
Leather, do.,	238,034
Hops, do.,	68,636
Barrels, Packing, Flour and Pork,	18,273
Brick,	3,645,000
Soap, boxes,	4,271
Candles, do.,	1,096
Starch, do.,	1,286
Saleratus, do.,	1,150
Staves, No.,	671,200
Stoves, do.,	523
Ship Knees, do.,	513
Salt, bbls.,	1,233
Salt, bags,	947
Brooms, doz.,	2,518
Eggs, do.,	57,300

Dried Fruit, bush.,.....	2,878
Matches, boxes,	355
Farina, bbls.,	318
Hair, lbs.,	10,300
Fish, Salt, $\frac{1}{2}$ bbls.,	671
Fish, Fresh, boxes,	651
Hides, No.,	10,049
Merchandise, not specified, tons,	2,296

The above table, taken from the books of forwarders, shows the actual value of exports by Lake from Milwaukee for the year 1854 to be *Five Millions Seven Hundred and Eighty-five Thousand Dollars*, and this sum is arrived at by taking a low estimate of the value of the articles shipped. The comparative table is given below.

The above table is the result of figures taken from the books of the forwarders, and is entirely accurate so far as they are concerned; but in regard to sundry of the items, the figures are not large enough, since large quantities of stores for the lumber regions have been shipped, of which no account appears.

Comparative Table of Exports for 1852, '53 and '54.

	1852.	1853.	1854.
Wheat, bush.,	428,512	1,181,000	2,052,319
Corn, do.,	none.	none.	298,825
Oats, do.,	295,895	162,233	454,487
Barley, do.,	285,237	250,727	323,267
Rye, do.,	65,142	97,271	131,179
Grass Seed, do.,	6,696	11,134	17,503
Potatoes, do.,	none.	none.	58,447
Beans, do.,	none.	none.	5,901
Flour, bbls.,	88,213	169,216	155,051
Pork, do.,	21,522	12,741	24,558
Ham, do.,	763	1,692	3,690
Lard, do.,	422	1,085	3,296

Bacon, lbs.,.....	[none reported.]		184,229
Beef, bbls.,	6,767	4,970	7,524
Lime, do.,	—	3,200	12,833
Beer, do.,	645	3,639	8,500
Brick, m,	701	3,425	3,645
Butter, lbs,	228,053	92,630	305,500
Wool, do.,	289,784	412,431	226,158
Hops, do,	—	8,960	68.686
Staves,	138,250	537,730	671,200
Ashes, casks,.....	1,580	2,380	2,046
Eggs, doz.,.....	38,799	131,900	67,300
Barrels,	1,162	3,527	18,273
Hides,	—	12,438	10,049
Starch, boxes,	—	653	1,286
Soap, do.,	—	1,700	4,171

With regard to the other items of export, we have no data for comparison with former years, but the increase is large upon most of them. The decrease in several of the items above mentioned is accounted for, in some cases, by the fact that prices were not sufficiently remunerative to bring them forward. The wool crop was a much larger one than that of the previous year, but the shipment exhibits a large falling off, there being a considerable amount of the clip still in the hands of the farmers. At Burke & Co.'s Woollen Factory, on the water power, about 50,000 lbs. have been worked up into yarn, flannels, shawls, scarfs, $\frac{3}{4}$ cloths and cassimeres, and 15,000 lbs. have been carded into rolls to be manufactured by families in the country.

The brick business has been driven a-head briskly, though from the home demand being very great, the shipments do not exhibit a large increase. Some 350,000 have been sent to New York city during the season.

The comparative shipment of leading items of Grain, for five years past, is as follows:

	1850.	1851.	1852.	1853.	1854.
Wheat, . . .	297,578	130,794	425,512	1,181,690	2,052,319
Barley, . . .	15,270	99,897	282,237	250,727	323,267
Oats,	2,700	55,124	295,895	162,233	424,487
Corn,	5,000	26,430	none.	none.	298,829
Rye,	none.	none.	65,142	97,271	131,175
Total Bush.	320,540	312,245	1,071,786	1,691,321	3,230,077

It will be seen by the shipping tables in a previous page that the number of barrels of flour sent forward, is about equal to last year, although the mills in this city were almost idle for many weeks for want of water; and were doing little for the last few weeks of navigation, on account of the stringency of the money market. Whatever deficiency arose from this cause, has been made up by receipts from the country. As near as we have been able to ascertain, the five mills on the water power made over 100,000 barrels of flour during the year.

OZAUKEE.

Flour, bbls.,	10,000
Wheat, bush.,	20,000
Rye, do.,	10,000
Potatoes, do.,	15,000
Wood, cords,	13,000
Staves,	100,000
Shooks, bunches,	6,000
Brick,	2,500,000
Rail Road ties,	5,000

The aggregate value of the above articles of export is not far from \$160,000.

SHEBOYGAN.

Wheat, bush.,	216,531.....	\$270,788 75
Barley, do.,	25,981	10,485 75
Oats, do.,	10,147	3,247 04
Peas and Beans, do.,	1,787	1,787 00
Potatoes, do.,	13,362	5,344 80
Cranberries, do.,	201	482 25
Grass Seed, do.,	9,040	20,340 09
Rye, do.,	2,439	1,869 75
Lumber, feet,	3,765,000	45,180 00
Lath, do.,	2,613,000	6,532 50
Square Timber, do.,	4,000	560 00
Shingles, No.,	2,102,000	3,877 50
Rail Road ties, do.,	10,000	1,800 00
Cedar Posts, do.,	235,000	37,600 00
Staves, do.,	1,546,000	12,368 00
Hoop Poles, do.,	18,000	126 00
Spokes, do.,	39,000	225 00
Merchandise, tons,	46	11,500 00
Pot and Pearl Ashes,	168	4,200 00
Saleratus, do.,	45	5,010 00
Castings, do.,	18	1,800 00
Flour, bbls.,	7,655	55,494 75
Pork, do.,	13	156 00
Hams, do.,	22	286 00
Apples, do.,	34	162 00
Eggs, do.,	11	88 00
High Wines, do.,	22	484 00
Whiskey, do.,	34	596 00
Sugar, do.,	8	192 00
Linseed Oil, do.,	12	480 00
Salt, do.,	418	836 00
Fish, $\frac{1}{2}$ bbls.,	4,317	15,109 50
Beer, do.,	3,476	10,428 00
Beer, hhds.,	50	2,500 00
Packing Barrels,	3,538	3,538 00
Furniture, bbls. bulk,	825	825 00

Chair Stuff, do.,	323	969 00
Household Goods, do.,	323	164 00
Wool, lbs.,	204,000	67,320 00
Butter, do.,	14,920	2,133 00
Kags, bales,	152	204 00
Hops, do.,	42	2,940 00
Leather, rolls,	14	140 80
Common Baskets,	833	333 20
Hides, packages,	549	2,745 00
Malt, bags,	50	125 00
Tubs and Pails,	4,294	1,288 00
Stoves,	20	200 00
Threshing Machines,	1	250 00
Brick,	247,000	1,235 00
Wagon Hubs,	2,516	1,253 00
Wagons,	20	2,000 00
Buggies,	18	2,700 00
Fat Hogs,	150	1,500 00
Fat Cattle,	171	12,825 00
Horses,	15	1,500 00
Wood, cords,	8,000	16,000 00
Total,		\$663,168 99

GREEN BAY.

Lumber, feet,	7,835,000	70,680 00
Fish, bbls.,	2,326	16,282 00
Flour, do.,	3,497	23,276 00
Shingles,	21,110,000	43,973 00
Bols, cords,	200	1,000 00
Timber, feet,	100,000	6,000 00
Wheat, bush.,	4,483	5,483 00
Furs, bales,	24	4,800 00
Hides,	1,427	4,701 00
Ashes, Pearl, casks,	162	3,100 00
Tubs and Pails, dozen,	1,385	3,010 00
Butter, lbs.,	6,150	1,230 00

Lath,	950,000	1,900 00
Produce, Vegetables,	—	3,000 00
Castings,	—	4,000 00

\$19,435 00

From the Bay Shore—Not Reported.

Lumber, feet,	21,000	\$152,000 00
Fish, bbls.,	4,000	28,000 00—\$280,000 00

\$374,435 00

GRAIN.

The following table exhibits the comparative amount of exports of flour, wheat, barley, rye, oats and corn, for 1854, from all but two of our Wisconsin Lake Ports—Manitowoc and Two Rivers are still behind with their returns.

	FLOUR.	WHEAT.	BARLEY.	OATS.	RYE.	CORN.
	bbls.	bush.	bush.	bush.	bush.	bush.
Kenosha,...	8,924	524,872	121,283	506,320	4,172	14,171
Racine,	13,404	409,804	106,509	705,114	4,000	18,758
Milwaukee, 155 051	2,052 319	323,267	424,487	131,179	298,825	
Ozaukee,...	10,000	20 000	—	—	10,000	—
Sheboygan..	7,655	216 631	25 981	10,147	2,439	—
Green Bay, .	3,397	4,383	—	—	—	—
Total,	198,531	3,232,000	577,040	1,646,068	142,790	331,754

Reducing the flour to wheat, the total exports of the above articles, from the six ports named are as follows:

Milwaukee, bush.,	4,005,332
Racine, do.,	1,311,205
Kenosha, do.,	1,219,538
Sheboygan, do.,	292,473
Ozaukee, do.,	80 000
Green Bay, do.,	21,868

Total Bushels, 6,930,416

The other two ports will add but little to the above aggregate.

We conclude these tables by giving the comparative exports of wheat, rye and barley, from Milwaukee and Chicago:

	Milwaukee.	Chicago.
Flour, bbls.,	155,051	91,966
Wheat, bush.,	2,052,313	1,860,636
Rye, do.,	131,719	40,000
Barley, do.,	324,267	33,205

It will be seen that in each of these important articles the shipments from Milwaukee largely exceed those from Chicago. It is in the coarser and lower priced articles of corn and oats that Chicago has the great advantage.

Reducing flour to wheat, it stands as follows:—Milwaukee, 2,711,280 bush.; Chicago, 2,251,591—a difference of *some three hundred and sixty thousand bushels* in favor of Milwaukee.

We add a comparative statement of the shipment of wheat alone from the two ports in each of the last five years:

	Milwaukee.	Chicago.
1850.. Bushels,	297,178	833,644
1851.. Do.,	130,796	427,820
1852.. Do.,	428,512	635,496
1853.. Do.,	1,181,690	1,660,335
1854.. Do.,	2,052,313	1,860,636

It will be seen that last year, for the *first* time, the shipments of wheat from Milwaukee *exceeded* those from Chicago. Having obtained the lead in this important article we think we shall keep it; for before next harvest we shall have the Milwaukee and Watertown, the La Crosse and Milwaukee, and the Milwaukee and Horicon

Rail Roads, as well as the Milwaukee and Mississippi, all pouring the agricultural treasures of the fertile interior into the lap of this city—Wisconsin's chief sea port.

LEAD.

The following figures show the amount of Lead shipped from the Upper Mississippi, and the average price per 100 pounds, for the past ten years :

Year.	Tons.	Price.
1843	17,477	\$2 34
1844	19,521	2 82
1845	24,328	2 96
1846	23,513	2 88
1847	24,145	3 17
1848	21,312	3 24
1849	19,654	3 67
1850	17,769	4 20
1851	14,816	4 08
1852	12,770	4 12
1853	13,307	5 50
1855 Estimated,	15,000	6 00

The increased attention to these mines, resulting from the State Geological Survey; and the greater demand for lead, lead us to suppose that the shipments for 1854 must show a very handsome addition to those of 1853. About *nine-tenths* of this lead comes from Wisconsin; but being shipped from Galena, the whole is usually credited to Illinois.

RECAPITULATION.

By the above tables there have been shipped from—

Kenosha, in value,	\$1,710,237
Racine, do.,	1,381,691
Milwaukee, do.,	5,785,000
Ozaukee, do.,	160,000
Sheboygan, do.,	663,168
Green Bay, do.,	374,435
Lead, do.,	90,000
	<hr/>
	\$10,164,531

In addition to the amount reported, there has been a large amount of wheat and other produce sent from the State by the Beloit Rail Road to Chicago, of which no report is made above. There was sent down the Wisconsin River, past Portage City, 1717 rafts, averaging 45,000, besides about 7,000,000 shingles, most of which left the State, the total value of which is estimated at \$1,068,180.

The Black River, La Crosse, St. Croix, Chippewa, and all the North-western Pineries, have sent forward very large amounts of lumber, of which no estimate has been made, which cannot be less than \$3,000,000.

Adding these to the known aggregate, the Exports of our young State, cannot be less than—FIFTEEN MILLIONS DOLLARS.

SILAS CHAPMAN,
No. 165 East Water Street,
Corner of Michigan, up Stairs,

MILWAUKEE, . WISCONSIN,
Publishes the following valuable Maps & Books:

TRAVELLERS will find it for their interest to purchase these MAPS, as they are the only Sectional Maps of Wisconsin published; and they are all corrected up to January, 1855. They are the only standard Maps of the State, and all the Township Maps published at New York are corrected by these. Travellers cannot use a Township Map to any advantage, and immigrants, in search of lands to purchase, can derive no assistance whatever from them. But a Sectional Map will always indicate the exact location, even to a quarter section. Of their correctness, the testimony of the thousands who have purchased them is sufficient.

I.

Chapman's Sectional Map of Wisconsin.

Scale 6 miles to an inch.

This Map embraces nearly all the surveyed portion of the State, gives every stream, however small, with its exact course, all the Rail Roads, most of the common roads, the names of all the Counties and Towns in the State, neatly colored in Counties. This has been the

standard Traveller's Map for the last four years, and very many have been sent to the East and to Europe to those owning lands in Wisconsin. Its cheapness renders it popular. Price, in Covers for the Pocket, 50 cents. Without covers, 38 cents.

II.

Chapman's Map of the Whole State.

This is the same as the former—a Sectional Map—with the addition of the Northern or unsurveyed part. Price, in covers for the pocket, 75 cents.

III.

Chapman's Sectional Map of Wisconsin.

This is the same Map as described in III. It makes a beautiful ornament for the Hall or Parlor, and its cheapness puts it in the reach of all. It is a useful appendage to the School Room, and the numerous cases in which it has been purchased for this purpose has tested its popularity. Let it be remembered that this is the only Sectional Map of the State (except Lapham's \$5 Map) published, and that all the cheaper ones sold are only Township Maps, and that nearly all their information is derived from the Maps on this list. Corrected up to January, 1855. Price, Mounted on Rollers, Cloth back and full Colored, \$3.00.

It should be in the hands of all who wish accurate information in regard to our State.—*Madison Argus.*

Mr S. Chapman, of this City, is publisher of various size Maps of this State. He has taken great pains to have his Maps correct, and in this particular has been

very successful. Every citizen should have one.—*Milwaukee News*.

Mr Chapman has laid upon our table a Sectional Map, which he has just published for the special benefit of himself and the community at large. It purports to give a correct view of the State, according to the most recent surveys. It is just such a Map as everybody ought to have.—*Milwaukee Free Democrat*.

Mr Chapman has just published a new, correct and comprehensive Sectional Map of our State, which will be found very useful to emigrants, travellers, those who wish to buy land and those who have land to sell. It is bound in small compass and is quite handy.—*Milwaukee Sentinel*.

We have received from S. Chapman, of this city, a new and comprehensive Sectional Map of this State, which must prove very useful to travellers, emigrants, and those who wish to purchase or dispose of land. Every stranger who desires to know something about our State should buy one.—*Milwaukee Daily Wisconsin*.

We have been presented with a copy of S. Chapman's new Sectional Map of Wisconsin, in a pocket form, very neatly and handsomely got up. It gives a correct view of that interesting State, from the most recent surveys, and all the new Counties and settlements are carefully noted. We have seen nothing so complete before, and we commend it cordially to all who may desire accurate information of the State of Wisconsin.—*New York People's Organ*.

It is decidedly the best Map that has been given to the public. It is a complete Map, accurate in all respects, and marking out the new Counties that have been erected, the several Rail Roads, &c. It is got up in elegant style, and should be in the hands of every business man and all who wish to note the progress of improvement in Wisconsin.—*Waukesha Plain Dealer*.

It is a picture of our own State, and got up by a citizen of the State. The Map has, in addition to the older and more settled portions of the State, which all common maps contain, the Counties, townships, section lines, and

all new villages in the North-west part of the State correctly delineated. Great expense has been laid out in collecting the requisite information required in the publication of such a useful article, and we hope Mr Chapman will meet with that success in the sale of it which he richly merits.—*Watertown Chronicle*.

This is a large, fine, minute, beautiful Map, and for its size and price, the best that has yet been made of the State. It is one of those articles that should be owned by every citizen, and is equally an ornament and convenience in the counting-room and parlor.—*Watertown Democrat*.

The design and execution is neat, forming the most perfect and complete Map of the State that has ever been published, and at the cheapest rate. We commend it to our friends, knowing it to be what is represented.—*Whitewater Gazette*.

We have been presented by the publisher, S. Chapman, of Milwaukee, with a new pocket Sectional Map of this State, containing the new Counties of Pierce, Polk, St. Croix, Jackson, Bad Ax, La Crosse, Chippewa, Marathon, Portage and Wanpaecca. The scale is large and not only exhibits every section of land, but all the rivers, lakes, boundaries of counties, cities, villages, rail and plank roads, mines, &c. Every capitalist wishing to make an investment, and every emigrant desiring to settle in this State, and in fact every business man would do well to purchase one of these maps.—*Kenosha Democrat*.

Eene Sectionale Kaart van den Staat Wisconsin werd ons toegezonden door den uitgever S. Chapman, et Milwaukee. Dit is eene nieuwe kaart van onberekenbaar nut en gemak voor grondeigenaren, reizigers enz. Alle landsectien zijn er duidelijk op uitgetrokken, met vermelding van namen der verschillende towns, dorpen of steden, spoor-en plankenwegen, en mijnen binnen dezen Staat gelegen. De prijs is niet vermeld, doch kan ongetwijfeld niet veel belooopen en wij raden alle landgenooten in Wisconsin aan er een van te koopen. De kaart is te zien in onze.—*Sheboygan Nieuwsbode*.

IV.


Lapham's Sectional Map of Wisconsin.*Scale 6 miles to an inch.*

Mr. Lapham has long been known as an accurate Geographer and Surveyor, and is the Author of "Lapham's Wisconsin," a work on the Geography and Topography of the State. It is on a larger scale than the preceding Maps, and contains the names of all the smaller Villages, Roads, &c. Price, in covers, colored in Counties, \$1.00

V.

Lapham's Sectional Map of Wisconsin,*Embracing the whole State.*

This is on the same scale as the foregoing, but embraces the whole State, surveyed and unsurveyed. All the surveys are derived directly from the General Land Office, originally, and is the standard Map of the State. Its accuracy cannot be impeached. It should be in every Counting Room and Warehouse in Wisconsin. Printed on Four Sheets—Price, Mounted on Rollers, well finished, \$5.00. In Pocket form, on thin paper, \$2.00.

 Each of the Sheets, embracing one fourth of the State, put up separately in covers, on thin paper, price 50 cents.

VI.

Chapman's Hand Book of Wisconsin;

OR, GUIDE TO

TRAVELLERS AND IMMIGRANTS:*Designed as an accompaniment to the above Maps.*

This little Manual gives the Routes of Travel, the quality of Land, and a brief and comprehensive description

of the capabilities of each County. Price, in paper covers, 25 cents—\$2.00 per doz. Persons ordering this book by the doz., or single, with cash accompanying the order, will receive them by Mail, Postage Free.

The same Pamphlet is also put up with the Map, for 75 cents each—\$5.00 per doz.

VII.

Chapman's Map of the Counties of Kenosha, Racine, Milwaukee, Waukesha, and a Part of Walworth.

Scale 2 miles to an inch.

This Map is on a Larger Scale than either of the above, and exhibits every thing necessary for a complete and accurate Map. Every thing on it has been derived from original sources. It shows all the Prairies, Marshes, the Marsh Lands recently donated by the United States, to Wisconsin, the Rail Roads with their Depots, Plank and Common Roads, all the Post Offices with their exact location, Routes of Chartered Roads, &c. &c. It is a necessary Map to every one who seeks full and accurate information of the region it embraces.

IN PREPARATION,

VIII.

Chapman's Map of Grant County,

Scale $\frac{3}{4}$ of a mile to an inch.

Accurate and particular. Price, plain, in sheets, \$1.00.

IX.

Chapman's Sectional Map of Minnesota.


1855.



1855.

IRVING BOOK STORE.

SCHOOL & MISCELLANEOUS BOOKS ;
 BLANK BOOKS ; PAPER ;
 EVERY DESCRIPTION OF STATIONERY ;
 PAPER HANGINGS, &c., &c.,
At the Lowest Figures for Cash.

 *Country Merchants supplied on unusually favorable terms. All Orders promptly filled.*

MILWAUKEE, WIS.

H. D. HULL.

P A I N T I N G .

JOSEPH GRANT,

CORNER OF MAIN & MASON STREETS,

East of the Post Office,

Will make to Order, and send to any part of the State
 of Wisconsin or Illinois, the Latest Styles of

BLOCK SIGNS, Gilt with best GOLD LEAF ;

PLAIN GILT SIGNS ON WOOD,

*Painted and Smalted ; and all***Kinds of Japan Tin Signs,**

CHEAPER THAN CAN BE HAD WEST OF NEW YORK.

He will attend to any Orders for Painting, Graining,
 and Glazing, and furnish French Glass, Sash, Blinds,
 Doors, &c. *Send on your Orders, and they will be attended
 to promptly and cheaply. STOCK WARRANTED BEST.*

MURISON & KERR'S
PLAIN AND ORNAMENTAL
BOOK AND JOB
Printing Establishment,
EAST WATER STREET,
MILWAUKEE, - - WISCONSIN.

Particular attention given to Printing in Gold and Silver, and the various Tints and Colors.

165 East Water Street, } AND W. MURISON.
 Over the Bank of Commerce. } JAMES KERR.

T. D. PLUMB,
TRAVELING COMMERCIAL AGENT
AND COLLECTOR.

AGENT FOR THE SALE OF ALL OF

Chapman's Publications,

In the Counties of Milwaukee, Waukesha, Walworth, Jefferson, Dodge and Dane.

Every variety of BOOKS, STATIONERY, and LEGAL and COMMERCIAL BLANKS, furnished at the lowest cash prices.

Also agent for the best BOOK-BINDERY in the State. Magazines, &c., will be bound in any style of binding, and delivered to owners at Milwaukee prices.

MAPS of all kinds furnished to order.

A. C.



SELAS CHAPMAN,
MILWAUKEE,

Publishes the following valuable Maps :

CHAPMAN'S SECTIONAL MAP OF WISCONSIN, in Covers—Scale, 10 miles to the inch—embracing nearly all the surveyed part of the State. Price 50 cents.

CHAPMAN'S SECTIONAL MAP OF WISCONSIN, embracing the whole State, and a part of Northern Michigan, in Covers. 75 cents.

HAND BOOK OF WISCONSIN, or Guide to Travelers and Immigrants, designed as a companion to the above.—Price 25 cents.

CHAPMAN'S SECTIONAL MAP OF WISCONSIN, embracing the whole of the State, and a part of Michigan, neatly mounted on Rollers—size 34 by 36 inches. Price \$3 00.


CHAPMAN'S MAP OF KENOSHA, RACINE, MILWAUKEE, WAUKESHA, and part of WALWORTH COUNTIES, showing all the Prairies, Marshes, &c. Scale 2 miles to the inch. Price \$1.

CHAPMAN'S MAP OF GRANT COUNTY,—scale $\frac{3}{4}$ mile to the inch. Price \$1.

LAPHAM'S POCKET MAP OF WISCONSIN,—scale 6 miles to the inch. In covers, price \$1 00.

LAPHAM'S LARGE MAP OF WISCONSIN. Mounted on Rollers—size 54 by 60 inches. Price \$5 00.

All orders for the above should be addressed to S. CHAPMAN, who is the sole Publisher. Agents and dealers will be furnished with terms on application.

 Maps of other Publishers furnished at their prices.

H 107 89



HECKMAN
BINDERY INC.



NOV 89



N. MANCHESTER,
INDIANA 46962

LIBRARY OF CONGRESS



0 014 495 875 5

